



City of Seattle
Edward B. Murray, Mayor

Department of Planning and Development
D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 3017715

Applicant Name: Moon Zhang of Playhouse Design for Modern Homes, LLC

Address of Proposal: 6354 34th Avenue Southwest

SUMMARY OF PROPOSAL

Land Use Application to allow two, 3-story residential structures (5 units total). Surface parking for five vehicles to be provided. Existing structure to be demolished. Environmental Review includes future unit lot subdivision.

*Note – The project description has been revised from the following original notice of application: Land Use Application to allow 2, 3-story residential structures (6 units total). Surface parking for 6 vehicles to be provided. Existing structure to be demolished. Environmental Review includes future unit lot subdivision.

The following approval is required:

SEPA Environmental Threshold Determination - (SMC Chapter 25.05)

SEPA DETERMINATION:

Determination of Non-significance

- ☒ No mitigating conditions of approval are imposed.
- ☐ Pursuant to SEPA substantive authority provided in SMC 25.06.660, the proposal has been conditioned to mitigate environmental impacts.

BACKGROUND INFORMATION

Site and Vicinity Description

This approximately 6,250 square foot (sq. ft.) project site is a rectangular corner lot bounded by 34th Avenue Southwest to the west, Southwest Morgan Street to the south, residentially-zoned

property to the north, and a 20' wide platted alley to the east. The site is zoned Lowrise 1 (LR1). Existing development on this site consists of a single family residence.

The alley is unimproved, covered with a combination of gravel and overgrown vegetation. Both 34th Avenue Southwest and Southwest Morgan Street are improved streets with curbs, sidewalks, street trees and gutters near the subject site. Southwest Morgan Street is classified as a Principal Arterial and 34th Avenue Southwest is listed as a Non-Arterial street, pursuant to SMC Chapter 23.53.

Existing vegetation consists of small to medium trees, shrubs and lawn. The topography of the property is flat. The subject site is not located within any identified or designated Environmentally Critical Areas (ECAs).

Surrounding property west, north and south of the proposal site is also zoned LR1. Lowrise 2 (LR2) and Lowrise 3 (LR3) zoning is respectively southeast and east of the subject property. Existing development in the vicinity of the proposal consists of single family residences, duplex apartments and townhouse developments to the north, south, west and east varying in size, age and architectural style. The Seattle Housing Authority (SHA) High Point Development is east of the site. An additional SHA residential property (Stewart Manor) is across the street, west of the site.

Proposal Description

The proposed project involves the construction of a five-unit residential development comprising of one three-unit three-story rowhouse structure and one two-unit three-story rowhouse structure. Five parking spaces accessory to the residential use will be provided onsite at a surface parking area. Vehicular access to the proposed parking spaces will occur via a driveway from 34th Avenue Southwest. The existing one-story single family residence will be demolished.

Construction of the buildings necessitates the removal of existing ground cover, shrubs and trees. Landscaping enhancements inclusive of trees, street trees, plantings, shrubs, and groundcover are also proposed. Site improvements including pedestrian pathways are included with this proposal.

The applicant has submitted applications to demolish the existing structure and construct the rowhouse buildings (#6415819). It is anticipated by the applicant that future development activity at the subject site will include the creation of individual unit lots (Unit Lot Subdivision).

Public Comment

The public comment period for this project ended July 23, 2014. DPD received a written comment regarding zoning setback requirements for this proposal. The submitted plans have been reviewed by a DPD zoning reviewer for compliance of setbacks requirements for rowhouse developments in Lowrise zones (SMC 23.45.518). The written comment is noted in the project file.

SEPA ANALYSIS

Environmental review resulting in a Threshold Determination is required pursuant to the State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated May 25, 2014 and later amended on August 20, 2014. The information in the checklist, supplemental information and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between the City's codes, policies and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced, may serve as the basis for exercising substantive SEPA authority. The Overview Policy states, in part: "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" subject to some limitations.

Codes and development regulations applicable to this proposed project will provide sufficient mitigation for short and/or long term impacts. Applicable codes may include the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality.

Short - term Impacts

The following temporary or construction-related activities on this site could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, increased consumption of renewable and non-renewable resources, and a small increase in traffic and parking impacts due to construction-related vehicles. Compliance with applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment. Further discussion of short-term construction related impacts follows.

Air Quality

Demolition of the existing structure, grading and construction activities will result in localized short-term increases in air particulates and carbon monoxide which could temporarily affect the quality in the vicinity. Demolition/construction activities that would contribute to these impacts include excavation, grading, soil compaction, and operation of heavy trucks and smaller equipment (i.e., generators and compressors). Compliance with the Street Use Ordinance (SMC 15.22.060) will require the contractors to water the site or use other dust palliative, as necessary, to reduce airborne dust. In addition, compliance with the Puget Sound Clean Air Agency regulations requires activities which produce airborne materials or other pollutant elements to be contained with temporary enclosure. Regarding asbestos, Federal Law requires the filing of a Notice of Construction with the Puget Sound Clean Air Agency ("PSCAA") prior to demolition. Other potential sources of dust would be soil blowing from uncovered dump trucks and soil carried out of the construction area by vehicle frames and tires; this soil could be deposited on adjacent streets and become airborne.

There is no indication of unusual short term adverse impacts. Current codes are adequate to provide mitigation and pursuant to the Overview Policy (SMC Section 25.05.665) and Air Quality Policy (SMC Section 25.05.675A). Therefore, no further mitigation is warranted.

Noise

The site abuts two streets (34th Avenue Southwest and Southwest Morgan Street). Residential properties surround the project site and are located in the same (LR1) or related Lowrise zoning as the project site (LR2 and LR3). No existing noise sources are identified in the applicant's SEPA checklist. The applicant asserts on the SEPA checklist that noise associated with construction vehicles and construction equipment will occur during construction hours dictated by DPD. The applicant further specified the estimated construction hours as follows: 7:00 a.m. to 7:00 p.m., Monday thru Friday; and 11:00 a.m. to 4:00 p.m. on Saturday.

Short-term noise and vibration from construction equipment and construction activity (e.g., backhoes, trucks, concrete mixers, generators, pneumatic hand tools, engine noise, back-up alarms, etc.); demolition of the existing structures; and construction vehicles entering and exiting the site would occur as a result of construction and construction-related traffic. Compliance with the Noise Ordinance (SMC 25.08) is required.

The Noise Ordinance states construction activities within 100' of occupied multifamily and neighborhood commercial zones (Lowrise, Midrise, Highrise, Residential-Commercial and Neighborhood Commercial) shall be limited to non-holiday weekdays from 7:00 a.m. to 7:00 p.m. and 9:00 a.m. to 7:00 p.m. on weekends and holidays. Impact construction work (pile driving, jackhammers, vibrator trucks, etc.) is further limited (8:00 a.m. – 5:00 p.m. weekdays and 9:00 a.m. – 5:00 p.m. weekends and holidays). It is the Department's conclusion that limiting hours of construction beyond the requirements of the Noise Ordinance is not justified for this project on this specific site. No further conditioning or mitigation is warranted.

Construction-Related Streets, Parking and Pedestrian Circulation

Construction activities will necessitate occasional closures of adjacent roadways and sidewalks. Minor grading (excavation, export and import of approximately 120 cubic yards of soil) is proposed. This material would be trucked to and from the site. Construction vehicles are expected to enter the project site from a temporary construction entrance situated along either abutting street.

Construction of the project is proposed to last for several months. The demand for parking by construction workers during construction is not anticipated to reduce the supply of parking in the vicinity. Per the applicant, parking demand for construction workers will be accommodated and managed onsite.

It is the City's policy to minimize or prevent adverse traffic impacts which would undermine the stability, safety, and/or character of a neighborhood or surrounding areas (25.05.675 R). The Street Use Ordinance includes regulations which mitigate dust, mud, and circulation. Any temporary closure of the sidewalk and/or traffic lane(s) is adequately controlled with a street use permit through the Seattle Department of Transportation (SDOT). Parking demand for construction personnel has been adequately addressed. Therefore, no further mitigation will be required.

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacturing of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from the project.

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Long - term Impacts

Long term or use-related impacts are also anticipated as a result of this proposal, including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; minor increase in light and glare from vehicle traffic (headlights); and increased traffic and parking demand due to residents and visitors. Compliance with applicable codes and ordinances will reduce or eliminate most adverse long-term impacts to the environment.

Parking

The proposal site is situated within a multifamily zone (LR1) zone. A parking quantity of five parking stalls is required for the project per the Land Use Code (SMC 23.54). The submitted MUP plans indicate five parking spaces will be provided onsite, accessory to the residential use.

Based on current City experience with multifamily housing demand, it is expected that this project will generate a residential parking demand of approximately one space per unit. Using this multiplier, the estimated parking demand for five rowhouse units would be five parking spaces. As a result of this calculation, no spillover parking is expected on the surrounding street system. Therefore, no mitigation of parking impacts is necessary pursuant to SEPA.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this

declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(C).

SEPA CONDITIONS

None Required.

Signature: _____ (signature on file) Date: December 22, 2014
Tami Garrett, Senior Land Use Planner
Department of Planning and Development

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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

The appealable land use decision on your Master Use Permit (MUP) application has now been published. At the conclusion of the appeal period, your permit will be considered “approved for issuance”. (If your decision is appealed, your permit will be considered “approved for issuance” on the fourth day following the City Hearing Examiner’s decision.) Projects requiring a Council land use action shall be considered “approved for issuance” following the Council’s decision.

The “approved for issuance” date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by DPD within that three years or it will expire and be cancelled. (SMC 23-76-028) (Projects with a shoreline component have a **two year life**. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at prc@seattle.gov or to our message line at 206-684-8467.